

§ 23.575

part of the structure that could contribute to a catastrophic failure.

(b) *Fatigue (safe-life) evaluation.* Compliance with the damage tolerance requirements of paragraph (a) of this section is not required if the applicant establishes that the application of those requirements is impractical for a particular structure. This structure must be shown, by analysis supported by test evidence, to be able to withstand the repeated loads of variable magnitude expected during its service life without detectable cracks. Appropriate safe-life scatter factors must be applied.

[Doc. No. 27805, 61 FR 5148, Feb. 9, 1996]

§ 23.575 Inspections and other procedures.

Each inspection or other procedure, based on an evaluation required by §§ 23.571, 23.572, 23.573 or 23.574, must be established to prevent catastrophic failure and must be included in the Limitations Section of the Instructions for Continued Airworthiness required by § 23.1529.

[Doc. No. 27805, 61 FR 5148, Feb. 9, 1996]

Subpart D—Design and Construction

§ 23.601 General.

The suitability of each questionable design detail and part having an important bearing on safety in operations, must be established by tests.

§ 23.603 Materials and workmanship.

(a) The suitability and durability of materials used for parts, the failure of which could adversely affect safety, must—

(1) Be established by experience or tests;

(2) Meet approved specifications that ensure their having the strength and other properties assumed in the design data; and

(3) Take into account the effects of environmental conditions, such as temperature and humidity, expected in service.

(b) Workmanship must be of a high standard.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-17, 41 FR 55464, Dec. 20, 1976; Amdt. 23-23, 43 FR 50592, Oct. 10, 1978]

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§ 23.605 Fabrication methods.

(a) The methods of fabrication used must produce consistently sound structures. If a fabrication process (such as gluing, spot welding, or heat-treating) requires close control to reach this objective, the process must be performed under an approved process specification.

(b) Each new aircraft fabrication method must be substantiated by a test program.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23-23, 43 FR 50592, Oct. 10, 1978]

§ 23.607 Fasteners.

(a) Each removable fastener must incorporate two retaining devices if the loss of such fastener would preclude continued safe flight and landing.

(b) Fasteners and their locking devices must not be adversely affected by the environmental conditions associated with the particular installation.

(c) No self-locking nut may be used on any bolt subject to rotation in operation unless a non-friction locking device is used in addition to the self-locking device.

[Doc. No. 27805, 61 FR 5148, Feb. 9, 1996]

§ 23.609 Protection of structure.

Each part of the structure must—

(a) Be suitably protected against deterioration or loss of strength in service due to any cause, including—

- (1) Weathering;
- (2) Corrosion; and
- (3) Abrasion; and

(b) Have adequate provisions for ventilation and drainage.

§ 23.611 Accessibility provisions.

For each part that requires maintenance, inspection, or other servicing, appropriate means must be incorporated into the aircraft design to allow such servicing to be accomplished.

[Doc. No. 27805, 61 FR 5148, Feb. 9, 1996]

§ 23.613 Material strength properties and design values.

(a) Material strength properties must be based on enough tests of material